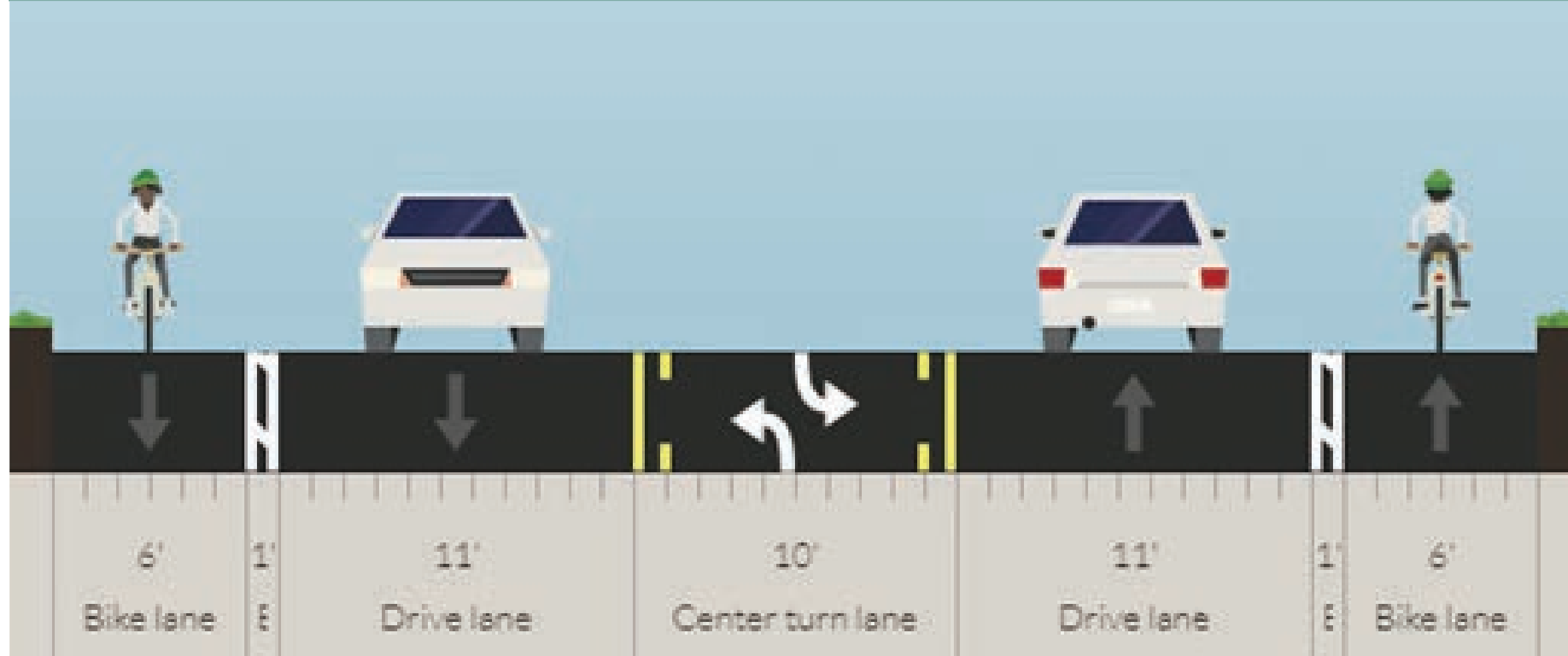


ALTERNATIVE 3 - Two Travel Lanes, Center Turn Lane, and Buffered Bike Lanes

Description

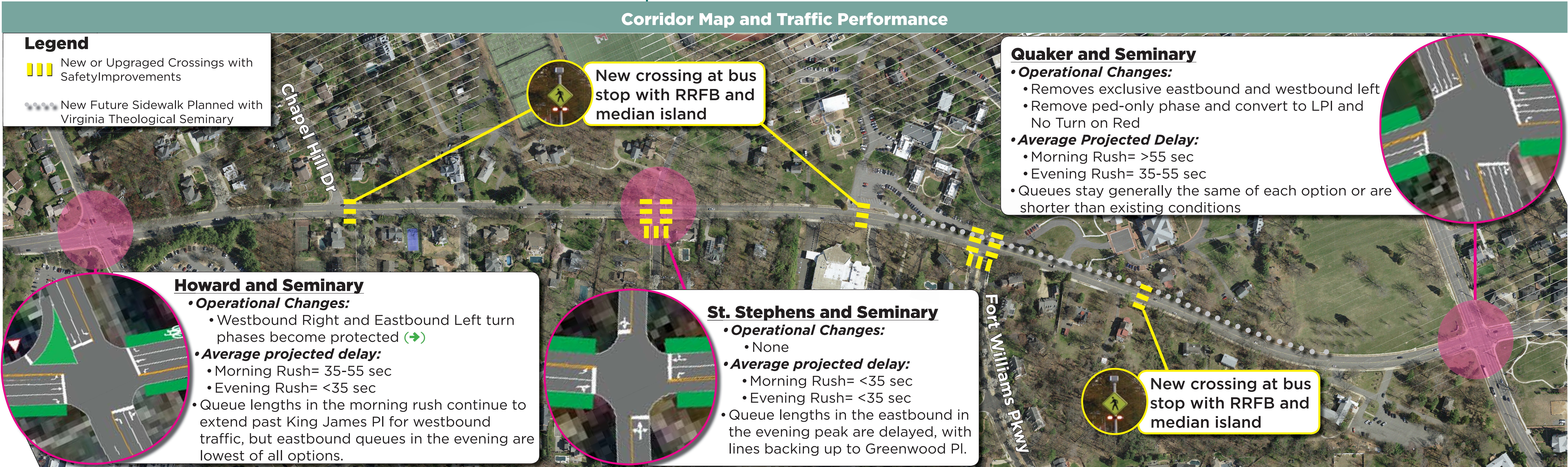
- One through lane in each direction
- Center left turn lane space may also be used as a median or a pedestrian refuge island
- Enhance signal operations to mitigate traffic impacts
- Upgrade and install new crosswalks, where feasible
- Buffered bike lanes possible

Typical Cross Section



Intersection Delay and Level of Service Grade

Intersection	Time of Day	EXISTING	ALTERNATIVE 3	
		Delay (sec)	Delay (sec)	Change (sec)
N Howard St & Seminary Rd	AM	36.8	34.5	-2.3
	PM	21.4	25.9	+4.5
St. Stephens Rd & Seminary Rd	AM	11.7	16.5	+4.8
	PM	8.1	10.9	+2.8
N Quaker Ln & Seminary Rd	AM	69.1	61.1	-8.0
	PM	53.2	42.5	-10.7



Performance Assessment			
Scoring		Performance Details	
<ul style="list-style-type: none">• Concepts were scored on a scale of 1 to 5 for each of the objectives for the project.• One point is given for concepts that make no improvements or substantially worsen existing conditions.• Five points are given for concepts that substantially improve conditions or fully preserve existing strengths of Seminary Road.	PERFORMANCE MEASURE	RATING	
	PEDESTRIAN SAFETY/COMFORT	● ● ● ● ○	
	FILLING THE SIDEWALK GAP	● ● ● ● ●	
	CONTROLLING SPEED	● ● ● ● ●	
	PREVENTING CRASHES	● ● ● ● ●	
	MINIMIZING VEHICLE DELAY	● ● ● ○ ○	
	ADJACENT RESIDENT LIVABILITY	● ● ● ○ ○	
		BICYCLIST SAFETY/COMFORT	
		● ● ● ● ●	
		<ul style="list-style-type: none">• Ped Safety/Comfort: Provides the most comfort and safety for people walking. Upgraded crosswalks, signage/markings, and median islands make for safe, visible, convenient, and comfortable access and mobility for people walking.• Filling the sidewalk gap: Allows space to fill the sidewalk gap in partnership with VTS.• Controlling Speed: Reduced, narrowed lanes calm traffic, do not allow passing, and reduce speeding.• Preventing car crashes: Reduced and narrowed lanes provide the best crash reduction benefits, likely to reduce angle, sideswipe, or rear-end crashes the most of all alternatives.	
		<ul style="list-style-type: none">• Minimizing vehicle delay: Changes in intersection delay are generally minimal and improve in some cases. The <u>worst average delay</u> is seen at Howard Street with an additional <u>5 seconds</u> of wait time in the evening peak period. Left turns are eased with a dedicated turn lane.• Adjacent resident livability: Provides dedicated turn lane for left turning vehicles. Ample space for cars to pull out of driveways. or side streets with increased sight distances.• Bicycling Safety/Comfort: Provides the best facility of the alternatives with a buffered bicycle lane on each side of the roadway.	